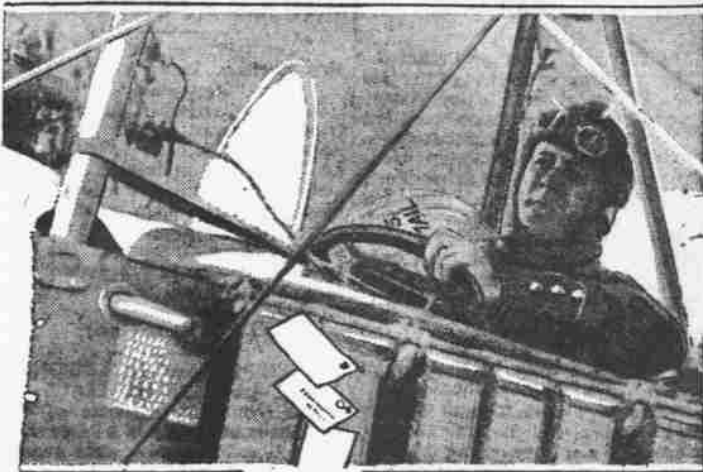


MAIL WILL DROP FROM CLOUDS—NEW SCHEME



Washington, Feb. 12.—Conservative Massachusetts has beaten Arizona, California and all the other contestants to it with the first aeroplane mail route!

Neither the Indian agents of the painted desert, nor the placer miners of the southern Sierra will be the first to receive Uncle Sam's well known mail from a regularly authorized aviator mailman!

That honor will fall to the humble fisherman and the less humble hotel keepers of Martha's Vineyard and Nantucket—two islands off the southern New England coast.

Advertisements have been issued by the government, asking bids for service to the summer islands—which by the way, are inhabited from June to September by many folk prominent in New York and Boston society.

During the resort season the government intends to deliver mail to the islands twice each week day and once on Sunday. At other times the services will be daily. The mail now goes

out by steamboat from New Bedford, Mass., 56 miles from Nantucket.

The government demands a two-hour schedule from New Bedford to Nantucket, including stops at Woods Hole, a peninsular postoffice on the mainland, and Oak Bluffs, on the island of Martha's Vineyard.

Seven aero mail routes also are proposed for Alaska, as follows:

Valdez to Fairbanks, 358 miles; Fairbanks to Tanna, 162; Tanna to Kaltag, 381; Kaltag to Nome, 225; Nome to Iditarod, 280; Iditarod to Seward, 380; Seward to Anchorage, 110. A continuous route of 1,896 miles.

It would take 10½ days to go from Valdez to Anchorage via the government aeroplanes under the published schedule.

The present cost of the Nantucket mail service is \$23,000 a year; that of the seven Alaska routes \$256,724.

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U. S. Red Cross starts ten-day campaign to recruit 10,000 members in Chicago.